Annual Report

on the

Administration of the Motor Vehicles Acts in the Province of Bombay

For the Year 1939-40

BOMBAY
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Provincial Transport Office,
Secretariat, Bombay,
14th February 1941.

From

C. H. REYNOLDS, Esq., I.P.,
Secretary, Provincial Transport Authority,
Bombay;

To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
Revenue Department, Bombay.

Subject.—Annual Report on the administration of the Motor Vehicles Acts in the Province of Bombay for the year 1939-40.

Sir,

In accordance with your instructions, I have the honour to submit a consolidation and in certain respects, an amplification, of the separate reports furnished by the Inspector General of Police and the Commissioner of Police, Bombay, who were in their respective spheres responsible for motor vehicles administration during the year under review.

PART I.

GENERAL.

2. The most important feature of the year was the enactment by the Central Legislature of the Motor Vehicles Act, 1939, to replace the Indian Motor Vehicles Act, 1914. Comment on the necessity for this major legislative reform would be superfluous. Rules under the latter Act, however, continued in force until the 31st March 1940, and although the provisions of the new Act were applied wherever possible after it came into force, the general details of motor vehicles administration had mainly to be based on those rules.

3. During the year a model code of rules under the new Act was prepared by a Committee of Experts from various provinces and representatives of motoring interests. This code was recommended by the Central Government to all provincial administrations for adoption in view of the desirability of having a common code, as far as possible, throughout India. It was adopted for use in this Province after some slight modifications to suit purely local conditions, and came into force on the 1st April 1940.

4. The provisions of the new Act, particularly those relating to the licensing and control of transport vehicles, coupled with the great increase in recent years in the number of vehicles in use made a change in the system of administration necessary. Centralisation of registration and taxation of vehicles in the office of the Commissioner of Police, Bombay, was inconvenient for the thousands of owners in the mofussil who had to transact their business with that office by post. Testing and licensing ever increasing numbers of drivers and problems arising out of the rapid development of commercial road transport demanded from District Superintendents of Police more time than they, in justice to their other duties, could spare. Government issued orders therefore that motor vehicles administration should be carried out on a regional basis, and from the 1st March 1940, the province was divided into five regions with their respective headquarters at Bombay, Ahmedabad, Poona, Nasik and Belgaum.

A body of officials and non-officials, called the Regional Transport Authority, was constituted for each region to deal with the licensing of transport vehicles, and on the Secretary of this body, as Regional Transport Officer, devolved all those duties connected with the licensing of drivers and the registration and taxation of motor vehicles.

5. Another important feature of the year was the transfer in October 1939, from the Home to the Revenue Department of the general control of motor vehicles administration.

PART II.

The Motor Vehicles Acts (1914 and 1939) and rules thereunder.

6. *Licensing of Drivers.*—The following comparative statement gives the number of general driving licences issued or renewed during the year under review as well as the preceding year.

Licensing authority.	1939-40.		1938-39.	
	Issued (new)	Renewed (old).	Issued (new).	Renewed (old).
Commissioner of Police, Bombay.	5,124	23,219	5,922	22,265
District Superintendents of Police.	4,355	22,494	4,043	20,808
Total ...	9,479	45,713	9,965	43,073

The following statement similarly gives details of the issue of temporary licences to drive, i.e. to learners.

Licensing Authority.	1939-40.	1938-39.
Commissioner of Police, Bombay ...	7,307	8,378
District Superintendents of Police ...	9,111	7,679

Fuller details on a district basis are given in Statement "A".

The decrease in the number of licences issued may perhaps be due to the introduction of the more thorough test of competence to drive specified in the Third Schedule to the new Act. To pass this test a would be driver has not only to satisfy the licensing authority that he is able to manipulate the vehicle. He must in addition demonstrate that he knows what might be called the driver's code of manners and the meaning of traffic signs and signals.

7. *Public Service Vehicle Drivers.*—Permits ordinarily known as "B" permits, to drive motor cabs, omnibuses and goods lorries plying for hire were issued and renewed as shown in the following comparative statement:—

	Commissioner of Police, Bombay.		District Superintendents of Police.	
	1939-40.	1938-39.	1939-40.	1938-39.
Motor cabs ...	1,466	1,297	764	731
Omnibuses ...	404	433	6,488	7,490
Goods lorries ...	24	82	246	300

Fuller details on a district basis are given in statement "A".

8. *Registration of Motor Vehicles.*—The following motor vehicles were registered during the year under review:—

Motor cycles	371
Light motor vehicles	2,917
Heavy motor vehicles	990
Total ...	4,278

The figures for the two previous years were—

	1938-39.	1937-38.
Motor cycles	389	392
Light motor vehicles	3,420	4,170
Heavy motor vehicles	1,190	905
Total ...	4,999	5,467

The decrease is mostly due to War conditions.

The total number of vehicles registered in the Province and in use at the end of the year was 27,880, made up of the following categories :—

Motor Cycles	1,638
Motor Cars	17,604
Motor Buses	3,402
Motor Cabs (Taxis)	1,346
Goods Lorries (including motor buses used for the carriage of goods)	3,890

Transfers of ownership were effected in 10,553 cases. Of these 4,708 were effected by District Superintendents of Police, and subsequently reported to the Commissioner of Police, Bombay, for record.

9. *Inspection of Motor Vehicles.*—Periodical inspections were carried out in Bombay City particularly of heavy motor vehicles. The registration of 564 vehicles, i.e., 270 motor cars, 290 lorries and 4 motor cycles was suspended on account of mechanical defects, caused through overloading or faulty maintenance. Registration in these cases was not restored until the defects had been remedied. Where there was evidence to show that a vehicle had been driven in a condition which rendered such driving a source of danger to the public, proceedings were instituted against the owner and driver.

The registration of 14 vehicles was cancelled as their mechanical condition was not only unsafe but beyond repair.

The registration of 80 heavy motor vehicles was suspended owing to the lapse of their insurance policies against third party risks, and was not restored until renewed policies were produced.

In addition, a further 1,036 motor vehicles of all descriptions were inspected at the Head Police Office, Bombay City. On an average, each vehicle had to be inspected twice before it could be certified as fit for use on the road.

Officers of the Motor Vehicles Department also visited Ahmedabad, Dharwar and Belgaum during the year and inspected 612 motor buses and goods lorries. In other districts, inspection was undertaken by the Superintendent of Police and his staff.

10. *Motor Vehicles Plying for Hire.*—Statistics of permits issued to motor vehicles at various times to ply for hire in the year under review are as follows :—

——	Bombay City.	Mofussil.	Total.
Motor cabs or taxis	991	727	1,718
Omnibuses (including those registered outside the Province)	166	*4,282	4,448
Goods Lorries	9	328	337
Total ...	1,166	5,337	6,503

* Some of these were used for the carriage of goods.

All motor cabs in Bombay City were inspected in March and October and their taximeters carefully checked and examined according to the system employed by the Metropolitan Police, London. Complaints of overcharging were negligible. All new cabs presented for licensing in the City are now fitted with meters of approved design.

The Commissioner of Police reports that the Bombay Electric Supply and Tramways Company, Ltd., operated their omnibuses according to Scheduled time-tables over 13 different routes in Bombay City. The vehicles were maintained in an excellent condition and the Company's fleet was augmented during the year by 26 new double deckers.

From the figures submitted by the Inspector-General of Police the number of permits issued to omnibuses to ply for hire in the mofussil decreased from 5,102 in 1938-39 to 4,282 in the year under review, a drop of 820. This is due partly to the fact that on account of the transfer of the work of issuing permits to Regional Transport Authorities, the normal renewal of permits by District Superintendents of Police was curtailed. In addition in 1938-39 it appears that many vehicles were covered by permits issued in more than one district.

The number of Agents' or Conductors' permits issued during the year was as follows:—

Bombay City	481
Mofussil	3,644
Total ...	4,125

Details on a district basis are given in Statement "A".

11. *Prosecutions under the Motor Vehicles Acts, the Indian Penal Code, and Rules under the Motor Vehicles Acts.*—The Commissioner of Police reports that during the year under review, 1,941 prosecutions were undertaken compared with 3,238 in 1938-39. Out of these 962 ended in conviction, 344 in acquittal, 120 were withdrawn, 7 struck off, and 508 were pending at the close of the year. Approximately 10,000 warning notices were sent to drivers in connection with minor delinquencies. Three hundred and sixty-seven taxi drivers permits were suspended and 2 cancelled for breaches of regulations.

The Inspector General of Police has submitted the following statistics regarding prosecutions:—

Number of Prosecutions.	1939-40.	1938-39.
(*a*) Motor Vehicles Act	3,085	2,204
(*b*) Indian Penal Code	154	215
(*c*) Motor Vehicles Act and Indian Penal Code	169	189
	3,408	2,608

Number of persons prosecuted ...	3,467	2,691

Convictions.	1939-40.	1938-39.
Cases	2,319	1,886
Percentage	68·04	72·31
Persons	2,355	1,935
Percentage	67·92	71·90

In addition, 10,104 cases of breaches of the Motor Vehicles Rules were dealt with by the District Police during the year as against 11,114 in 1938-39. They were disposed of as follows :—

7,286 by prosecution.

48 by cancellation of permits.

1,638 by suspension of permits.

1,132 by warning.

Out of 7,286 cases dealt with by prosecution, 5,593 ended in conviction, 129 were discharged or acquitted, 173 were withdrawn and 1,391 remained pending at the close of the year.

Details on a district basis are given in Statements " C & D ".

12. *Fees collected under the Motor Vehicles Act and Rules.*— The following statement shows the amount of the various fees collected under the Motor Vehicles Act and Rules during the year :—

—	Bombay City.	Mofussil.	Total.
	Rs.	Rs.	Rs.
(*a*) Fees in respect of the issue and renewal of driving licences, duplicates, etc.	67,825	62,264	1,30,089
(*b*) Fees for authorisation to drive a public service vehicle.	13,256	43,691	56,947
(*c*) Other fees	1,57,750	42,727	2,00,477
	2,38,831	1,48,682	3,87,513

The total for the previous year was Rs. 4,28,356. The decrease is due to the fact that owing to the change over in the system of administration certain items of work for which fees were leviable were not carried out in March as they would have been otherwise.

PART III.

Accidents and Traffic Control.

13. *Accidents—General.*—The following are the available statistics of accidents in which motor vehicles were concerned and which were either reported or came to the notice of the police during the year under review as well as in the preceding year:—

	Bombay City.		Mofussil.	
	1939-40.	1938-39.	1939-40.	1938-39.
Total accidents	5,605	6,113	2,298	2,247
Fatal accidents	94	115	Not stated.	
Non-fatal accidents	5,511	5,998	Do.	
Persons killed	95	115	181	216
Persons injured...	2,473	...	2,313	2,324

In the case of Bombay City the total number of accidents includes those in which no injury was caused to human beings, i.e. ordinary collisions with hack victorias, tram cars, labour carts, etc. The mofussil figure apparently excludes accidents of this type. This is but natural as it is not legally incumbent on the driver concerned to report an accident in which no person is injured.

14. *Accidents—Bombay City.*—The Commissioner of Police reports that of the 94 fatal accidents in Bombay City 39 were caused by motor cars, motor cabs or motor cycles, 8 by omnibuses and 42 by goods lorries. In the remaining 5 which were of the hit and run type, the vehicles were not traced. In 42 cases out of the 94, the police were of the opinion that the drivers were responsible and that there was sufficient evidence to warrant prosecution. Prosecutions were instituted with the following results:—

Convicted	13
Acquitted	3
Discharged	2
Pending	23

In one case the driver absconded and has remained untraced. No action was taken in the remaining 52 cases as enquiries revealed that either the drivers were not responsible or the evidence was insufficient to send up a case.

It will be of interest to note that in Bombay City 26 fatal accidents occurred between 7-0 a.m. and 12 noon; 30 between 12 noon and 5-0 p.m.; 25 between 5-0 p.m. and midnight; and

13 between midnight and 7-0 a.m. All motor vehicles known to be involved in fatal and other serious accidents were thoroughly examined by officers of the Motor Vehicles Department after the occurrence.

15. *Accidents—Mofussil—Comments on.*—(1) The Inspector General of Police reports that private vehicles, including private goods lorries, were responsible for an increase of 104 accidents, while those relating to public vehicles decreased by 53. Of the 20 districts and 2 railways, 9 districts reported increases amounting in the aggregate to 187, 10 districts and 2 railways recorded an aggregate decrease of 136, and in the remaining district there was no change. The increase was largely contributed by Thana (77), Poona (63) and Ahmedabad (16). On the other hand considerable improvement was noticeable in Nasik and Ahmednagar which showed decreases of 47 and 26 respectively.

(2) The Inspector General of Police further reports that in Thana district the increase was mainly in the case of private vehicles, the number of accidents with which they were concerned having risen from 151 in 1938-39 to 218 during the year under review. The District Superintendent of Police has been unable to give any definite reason for this large increase. He, however, suggests that it may have been due to:—

(*a*) more motor vehicles on the road, and

(*b*) better road surfaces enabling vehicles to travel at increased speeds.

In this connection, the Commissioner, Northern Division, has observed:—

"There seems to be no doubt that the chief cause of accidents is a few reckless and thoroughly bad drivers who should be weeded out and that in others the cause is speed. Narrow roads with good surfaces running through sparsely populated country lead to high speeds and the general standard of driving is too low for the proper control at high speeds of motor vehicles, especially heavy cars and lorries."

(3) The Inspector General of Police states that in Poona district also, private vehicles were mainly responsible for the increase.

(4) The Inspector General of Police further states that in Ahmedabad there was a small increase of 18 in the accidents caused by public vehicles. During the year, efforts were made to educate the public with regard to traffic sense. Police Officers with the aid of a motor van fitted with a loud speaker exhorted pedestrians to use pavements where available and to walk on the right hand side of the road. Classes of instruction were held at which senior boys and girls from various City schools were instructed in the duties of school patrol as recommended by the Safety First Association. That Association has taken similar steps to instruct school teachers.

With regard to Ahmedabad, and the Bombay Suburban District as well, the Commissioner, Northern Division, remarks—

"If the figures of accidents in these two places are to be reduced, it seems necessary first of all to increase the traffic police and secondly to have the main streets in Ahmedabad widened and decently wide pavements provided. This too is an urgent necessity in Bombay Suburban District particularly along the Ghodbunder Road as far as Andheri. It might also be considered whether financial assistance for this purpose could not be given to the local bodies concerned from the Petrol Fund. Such assistance might induce these bodies to devote attention to a phase of their duties which has so far been neglected and would enable Government engineers to see that pavements are suitable. It is difficult to teach road sense to pedestrians if they are not provided with a legitimate way of their own."

The Inspector General of Police endorses these views.

16. *Accidents—Mofussil—Classes of vehicle responsible.*— In addition to the analysis, district by district, given in Statement "B" the Inspector General of Police has furnished the following figures :—

Year.	Private Vehicles.			Public Vehicles.		
	Accidents.	Persons killed.	Persons injured.	Accidents.	Persons killed.	Persons injured.
1935-36 ...	822	43	601	640	95	806
1936-37 ...	973	67	807	726	108	972
1937-38 ...	1,356	69	1,163	810	100	1,078
1938-39 ...	1,505	83	1,210	742	133	1,114
1939-40 ...	1,609	105	1,407	689	76	906

He remarks—

"With the increase in motor vehicles, it is natural to expect a rise in the number of accidents. The rise in the year under report is not, however, so great as that shown in previous years, the total increase being only 51. A satisfactory feature is the decrease in respect of the number of accidents to public vehicles and of the number of persons killed and injured by such vehicles. It is evident that the police who are in a position to exercise control over public motor vehicles have done their work efficiently. On the other hand, private vehicles which come very little under police control show a marked increase in the number of accidents both fatal and non-fatal."

The Commissioners, Northern Division and Central Division, have expressed somewhat similar views. The former states—

"A satisfactory feature is that injuries and deaths caused by public vehicles have decreased in the Division as a whole. It is those caused by private drivers, particularly the drivers of private lorries, that have increased."

Even when allowance is made for the fact that the number of persons killed by public vehicles reached a peak figure during the year 1938-39 owing to two particularly tragic occurrences in which 31 people met their deaths, nobody can deny that the situation with regard to public vehicles in the mofussil has much improved. In this connection the Deputy Inspector General of Police, Northern Range and the Commissioner, Central Division, concur in the view that restricting the number of buses on the road and thereby reducing "racing" has resulted in decreasing the number of accidents. Support for this view is found in the fact that the only district in the Central division to record an increase in the number of public vehicle accidents was Poona, a district in which little restriction has been imposed.

As regards private vehicles, a scrutiny of Statement "B" will illustrate how pertinent is the reference to private lorries made by the Commissioner, Northern Division. This statement shows that this class of vehicle in the mofussil was concerned in 517 accidents out of 2,298 (22·5 per cent.), 59 deaths out of 181 (32·6 per cent.) and 459 injuries to human beings out of 2,494 (18·4 per cent.). Fatalities from private lorries were 26 in 1937-38 and 45 in 1938-39. When one considers that private lorries represent at most 8 per cent. of the total number of motor vehicles in regular use in the mofussil, one can only draw the inference that there is much room for improvement in the manner in which they are operated and that official control over them needs to be stronger.

Reference to this subject will be made later in this report.

17. *Accidents worthy of special mention*—(*i*) *Ahmedabad District.*—On 30th June 1939, at about 7-30 a.m., a private goods lorry was proceeding along the Sabarmati Road with nine coolies at a speed of about 40 miles per hour, when the driver lost control as a result of which the lorry skidded in some loose earth on the side of the road and overturned. Of the nine coolies, seven who were sitting on the floor were thrown out and received injuries and the remaining two who were standing behind the driver's cabin, were crushed to death instantaneously. The driver was ultimately convicted and sentenced to six months' rigorous imprisonment on 24th August 1939.

(*ii*) *Bombay Suburban District.*—(*a*) On 17th May 1939, two lorries were racing along the Agra Road, with the result that a collision occurred. One of the lorries after knocking down a boundary stone and a tree struck a woman who was coming from the opposite direction, instantly killing her and dragging her a distance of 49 feet. One of the drivers was convicted

and only sentenced to pay a fine of Rs. 30, in default one month's simple imprisonment by the Resident First Class Magistrate, Kurla.

(*b*) On 19th August 1939, a lorry which was proceeding from Thana to Bombay tried to overtake a car proceeding in the same direction. The car driver signalled the lorry driver to overtake him. In doing so, the lorry brushed a tree after which it uprooted a mile stone on the left side of the road. The lorry then swerved to the right side of the road and after going about 40 yards in the opposite direction finally came to rest in a ditch. Two men who were in the lorry were badly injured and died in the Thana Civil Hospital the same day. The driver was prosecuted under section 304-A, Indian Penal Code and the case was pending at the close of the year.

(*iii*) *West Khandesh District.*—On 7th October 1939, at about 11-30 p.m., a motor lorry was passing Parola Chowki en route from Jalgaon to Bombay. The Police on Chowki duty signalled and repeatedly whistled the driver to stop for checking, but the driver drove on and dashed into an electric post. The driver lost control and the vehicle ran over 5 persons who were sleeping by the road side. One of them was killed on the spot and 4 others were seriously injured. The motor truck was overloaded with 28 bales of cotton and the driver wished to avoid Police checking. The driver was prosecuted and the case remained pending trial in court at the close of the year

(*iv*) *Kanara District.*—On 9th November 1939, a licensed driver of a public motor vehicle allowed an unlicensed person to drive his omnibus. Due to inexperience in driving, the latter could not control the vehicle and while negotiating a curve it went off the road and overturned, injuring one passenger.

The unlicensed person and the driver were prosecuted for breach of the provisions of the Motor Vehicles Act and Rules, but were let off with a nominal fine of Rs. 7 and Rs. 5 respectively.

There were no accidents of outstanding note in Bombay City, and it seems that the sensational collisions of bygone years are to remain matters of memory. The introduction of the speed limit, the extension of artificial methods of regulating and controlling traffic flow, and a gradual realisation, through education and enforcement, of the rudiments of driving sense have jointly contributed to this.

18. *Accidents—Causes of.*—In the absence of detailed information, it has been impossible to discuss or express any considered opinion on the chief causes of accidents; e.g. mechanical defects, excessive speed, road conditions, etc., etc. This will, it is hoped, be remedied when a new accident report form is brought into use. This form is very similar to those in use in many countries, and if its adoption should result in bringing to light only one accident cause which can be remedied, it will have served its purpose.

19. *Traffic Control—Bombay City.*—The Commissioner of Police reports as follows :—

" With the assistance of the Traffic Advisory Committee, as in previous years, several improvements were introduced with a view to providing better traffic facilities and reducing accidents.

Various regulations were issued during the year, the most important of these being—

(*a*) regulation of traffic at pedestrian crossings ;

(*b*) regulation of traffic emerging from minor on to main roads ;

(*c*) introduction of a general speed limit under Section 71 of the Motor Vehicles Act, 1939 and

(*d*) regulation of traffic in the Sandhurst Bridge area.

In connection with (*b*), warnings were issued to 373 drivers who failed to stop before entering the main road, and a further 91 were prosecuted. Similarly in connection with (*c*) 152 warnings were issued and 54 prosecutions undertaken during the year.

A further 373 owners of motor vehicles were warned to comply with the general lighting restrictions imposed under the Air Raid Precautions Scheme. In connection with this Scheme, it was found necessary to enforce the use of parking lights on stationary cars on all roads in the City. Printed notices in respect of this matter were widely distributed and warnings issued to 830 persons who failed to comply.

During the year six portable loud speaker equipments were purchased and these are now being used to instruct pedestrians and drivers how to comply with traffic regulations.

20. *Traffic Control—Mofussil—general.*—A reference to Ahmedabad has been made earlier in this report in connection with accidents.

The Inspector-General of Police further reports as follows :—

" In Poona 12 traffic islands were installed during the period under report, and 10 additional traffic lights and 3 large modern motor stands were brought into use. This has been made possible by the willing co-operation of the local bodies i.e. the Poona City and Suburban Municipalities and the Cantonment Board ".

The Commissioner, Central Division, in this connection states—

" The co-operation of the local bodies in Poona in acting on the District Superintendent of Police's suggestions for providing traffic islands, traffic lights, and high powered lights at important places, is commendable. This co-operation is largely responsible for the continued low figure of accidents in Poona City ".

21. *Traffic Control—Mofussil—Goods Vehicles.*—Earlier in this report reference has been made to the high incidence of accidents in which private goods lorries are concerned. In this connection the Inspector-General of Police reports that the overloading of

goods lorries has become a serious problem by reason of the damage caused to road surfaces and of the difficulties which confront the police in their endeavours to enforce the law.

He quotes the following two cases of flagrant defiance of police authority which occurred in East Khandesh and are reported by the District Superintendent of Police personally :—

(*i*) "The most serious case of defiance of the Police occurred on the Jalgaon-Dhulia Road, near Erandol Police Station, at 2 a.m. on 27th February 1940. The Sub-Inspector accompanied by three Policemen and a few Bhils (for the handling of excess cotton bales) was checking vehicles and called upon two to stop by blowing his whistle. As this officer had previous experience of lorry drivers driving their vehicles at him and getting away without halting, he had a road roller placed on the road which caused sufficient obstruction to make vehicles stop if they did not obey his whistle signals. In this case, the two drivers drove past the Police, but had to stop their vehicles on account of the roller. The Sub-Inspector challenged the driver of the first truck who in turn cross-questioned him as to why the obstruction had been placed on the road. In the meantime, the driver's two companions got down, crept behind the Sub-Inspector and grappled with him. One took his revolver and ran away. The Sub-Inspector raised an alarm and gave chase. In the meantime, the driver and his companion removed the roller and both lorries made off. The revolver thief was able to elude the Police and jump on to the first lorry thus making his escape. The Sub-Inspector roused a bus driver and an hour later gave chase. The defaulting lorry was found by the Sub-Inspector on the Nasik Road some hours later, it having halted on account of a puncture. The driver was the only person in the vehicle, the number plates of which had been removed and were concealed inside the truck. The driver's two companions had absconded and the revolver had been buried in a field near by, whence it was recovered intact and still loaded. The actual thief has since been arrested and both he and the driver are now on trial under Sections 392/353, Indian Penal Code. Many drivers deliberately make a show of running down Police Officers who attempt to stop them in the usual manner and the result is that much overloading goes unchecked. Officers are not inclined to risk their lives to enforce the provisions of the Motor Vehicles Act and the rules made thereunder and many, I fear, on this account, take the line of least resistance."

(*ii*) "Only last month, whilst sitting in the verandah of the Erandol bungalow, I noticed a lorry drive past, grossly overladen, on its way to Dhulia. I got out my car and gave chase. It was halted by stopping my car in its path, otherwise the driver would have gone on, and I found that both number plates were smeared with grease and had collected dust to such an extent as to obscure the numbers completely. On bringing the lorry back to Erandol, I found that the traffic duty sepoy had tried to stop the lorry which was overloaded both by hand signal and whistle, but the driver had accelerated and driven past at speed."

The Inspector General of Police further states that while there may be a difference of opinion as to what particular methods should be adopted to check this evil, it is quite evident that firm action is necessary to ensure protection to Police Officers engaged in carrying out their legitimate duties, and that unless such protection is provided, defiance of the law is bound to increase.

PART IV.

The Bombay Motor Vehicles Tax Act, 1935.

22. *General.*—The Commissioner of Police, Bombay, who was the authority generally responsible for the administration of this Act during the year under review, reports that as usual the number of applications from local owners to pay the tax during the annual and quarterly renewal seasons was very great, and extra accommodation had to be provided by pitching large tents in the office compound and by detailing a number of clerks as receiving cashiers at the extra cash counters thus made available. The rush was often so heavy at times that even these additional facilities were inadequate to cope with the pressure, and people had to wait in long queues. Rather than do this, many local owners preferred to remit their dues by post.

As a result of the strict enforcement of the penal clauses of the Act and the issue of clear instructions in notices published in the press, there was an appreciable decrease in the number of irregularly drawn cheques. Although the number of money orders and challans received continued at a high figure, comparatively less trouble than in previous years occurred in dealing with this type of payment as a result of the growing knowledge on the part of owners of the consequences of irregular or incomplete payments.

As before, reconciliation of treasury receipts necessitated elaborate correspondence with the Accountant General and District Treasury Officers

The loss of revenue through evasion of payment was considerably minimised by police vigilance generally.

23. *Recovery from Owners residing in Indian States and other Provinces.*—Ignorance of local rules and attempts at evasion of payment came to light in numerous instances when vehicles from outside provincial limits were detected on the roads and the owners concerned called upon to pay the amounts due from them.

As in the past considerable difficulty in realising such amounts was experienced particularly in respect of those vehicles whose owners took shelter in States where the penal clauses of the Act and rules were inoperative. The State authorities naturally expressed their inability to assist.

The problem of reciprocal arrangements with States within or bordering the geographical limits of the Province remained unsettled although some progress towards this end was reached by way of preliminary discussions.

24. *Receipts under the Act.*—The total collection under the Act during the year was Rs. 38,04,830. This in comparison with other years represents a decrease, which is however apparent and not real. Owing to the change over in the method of administration and the consequent transfer of records to the various regional offices, which took place in the month of March 1940, all owners who would normally have paid tax during that month for the ensuing financial year were advised to defer payment until the month following.

25. *Money Orders and Challans.*—During the year 6,221 money orders and 21,872 treasury challans were received.

26. *Refunds.*—During the year 2,125 applications for refund of tax were received, out of which 1,775 were admitted. The total amount refunded was Rs. 42,576.

27. *Exempted Vehicles.*—The number of vehicles exempted from payment of tax during the year was 1,262, including 217 vehicles belonging to Rulers of Indian States.

28. *Penalties and Prosecutions.*—During the year under review the District Police dealt with 1,772 cases of evasion of payment of tax as against 1,261 in 1938-39. Of this number 694 were brought to the notice of the District Police via the record branch of the Motor Vehicles Department.

These 1,772 cases were disposed of as follows :—

1,170 by composition, resulting in the recovery of Rs. 21,063 as penalty ;

126 by waiving of penalty ;

9 were referred to the Motor Vehicles Department as the owners were resident in Bombay ;

467 by prosecution, out of which 205 ended in conviction, 14 were acquitted or discharged, 24 were withdrawn and 224 remained pending at the end of the year.

These figures are indicative of the vigilance exercised by the District Police.

In Bombay City 1,770 cases of evasion were dealt with by composition, resulting in the recovery of Rs. 7,101 as penalty. Prosecutions were instituted in 56 cases, out of which 20 ended in conviction, 9 in acquittal, 23 in withdrawal following composition, and 4 were pending trial at the close of the year.

29. *Temporary Tokens.*—The number of temporary tokens issued by District Superintendents of Police to vehicles from outside the province was 3,661 (including 154 free tokens) resulting in the recovery of Rs. 1,63,359. The corresponding figures for 1938-39 were 3,656 and Rs. 1,50,554.

In Bombay City 754 such tokens were issued (including 128 free tokens) resulting in the recovery of Rs. 13,465-8-0. The corresponding figures for 1938-39 were 545 and Rs. 10,084-1-0.

30. *Temporary Staff.*—The temporary staff sanctioned for employment by the Inspector General of Police in connection with the working of the Motor Vehicles Tax Act was the same as in 1938-39; viz. 3 Sergeants, 1 Sub-Inspector, 52 Head Constables, 10 Constables, 11 Selection Grade Clerks and 9 Junior Clerks. The expenditure incurred on this Establishment was Rs. 59,131. It was abolished on the 28th February 1940, on the constitution of the Regional Transport Offices.

PART V.

MISCELLANEOUS

31. Both the Inspector General and the Commissioner of Police are of opinion that the administration of the various Acts and rules was carried out satisfactorily throughout the year despite several difficulties, especially those in connection with the change over with an inadequate staff from the old to the new system of working.

The Inspector General's comments are as follows :—

"It is gratifying to note that there has been an appreciable fall in the number of accidents to public vehicles and it is legitimate to conclude that this has been brought about by efficient police control. The larger number of prosecutions is another indication of police activity. On the financial side also there has been progress as is evidenced by the larger amounts realised through the issue of temporary tokens and through the payment of tax and penalties in cases of tax evasion.

The formation of Associations and Unions with consequent limitation of the number of buses on the various routes and the elimination of cut throat competition is a measure of reform without which no real improvement can be expected. I am glad to say there was some progress in this direction during the year under report. Another very desirable measure of reform is the widening of roads and the removal of sharp curves and blind corners. With the advent of the new Motor Vehicles Department better co-ordination and more expert attention to the many difficult problems affecting motor vehicles may be expected. But it should not be forgotten that the work of traffic control is to remain almost entirely with the police. In order to carry out their duties in this connection properly, it has for long been recognised that a considerable increase in the strength of the police is necessary, and until this is provided it will be impossible to enforce the many fresh and useful regulations contained in the new Act."

32. The following statements are appended :—

(*a*) Statement "A" showing the number of licences of various kinds issued and renewed and the amount of fees collected by District Superintendents of Police, under the Motor Vehicles Acts and rules thereunder.

(*b*) Statement "B" showing the number of accidents involving public and private motor vehicles in the various districts of the mofussil, and the details of persons killed and injured in those accidents.

(*c*) Statement "C" showing the number of prosecutions launched under the Motor Vehicles Act, and the Indian Penal Code, by the District Police, with their results.

(*d*) Statement "D" showing the number of cases of breaches of the Motor Vehicles Rules in the various districts and the manner in which they were dealt with.

(*e*) Statement "E" showing the number of Temporary Tokens issued in the various districts and the amounts realised therefrom.

(*f*) Statement "F" showing cases of evasion of tax detected in the various districts and their disposal.

I have the honour to be,
Sir,
Your most obedient servant,

C. H. REYNOLDS,
Secretary,
Provincial Transport Authority,
Revenue Department, Secretariat, Bombay.

STATE

Statement showing the number of licenses issued and thereunder for

Serial No.	District.	No. of driving licenses.		No. of Temporary Permits issued.	Taxi Permits				Motor Omni	
					Issued.		Renewed.		Issued.	
		Issued.	Renewed.		A	B.	A	B	A	B
1	2	3	4	5	6	7	8	9	10	11
1	Ahmedabad ...	590	3,901	2,165	17	12	13	11	126	553
2	Broach ...	13	262	34	3	2	1	3	17	19
3	Kaira ...	131	593	145	...	...	...	...	48	92
4	Panch Mahals ...	23	300	69	...	...	...	...	9	17
5	Surat ...	285	1,327	524	4	8	8	11	48	74
6	Thana ...	52	628	226	15	4	29	46	36	24
7	Bombay Suburban District.	498	1,263	884	117	125	81	112	34	21
8	Ahmednagar ...	264	981	382	6	1	1	6	78	117
9	East Khandesh ...	172	881	208	55	67	103	167	71	54
10	West Khandesh ...	129	659	173	4	2	4	10	39	64
11	Nasik ...	248	1,157	363	31	25	57	68	64	126
12	B. B. and C. I. Railway.	...	...	...	...	...	...	...	...	...
13	Poona ...	896	4,481	2,066	72	26	69	14	307	358
14	Satara ...	126	900	281	3	3	...	...	146	148
15	Sholapur ...	160	951	305	18	12	7	20	23	63
16	Belgaum ...	261	1,534	437	...	...	...	...	126	134
17	Bijapur ...	8	378	81	1	1	...	...	22	14
18	Dharwar ...	253	994	318	...	...	...	...	61	87
19	Kanara ...	14	334	43	1	...	3	4	20	15
20	Kolaba ...	107	430	211	3	3	1	1	78	124
21	Ratnagiri ...	125	540	196	...	...	...	...	175	82
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...	...	...
	Total ...	4,355	22,494	9,111	350	291	377	473	1,528	2,186

MENT "A".

renewed under the Motor Vehicles Act, 1914, and the rules made the year 1939-40.

buses permits.				Goods transport motor vehicles permits.				Number of transfer of ownerships effected.	Total amount of fees collected.			Remarks.
	Renewed.			Issued.		Renewed.						
D	A	B	D	A	B	A	B					
12	13	14	15	16	17	18	19	20	21			22
									Rs.	a.	p.	
429	324	197	449	15	15	27	26	1,027	20,070	1	0	
27	37	66	41	6	4	2	7	50	2,050	13	6	
99	...	10	3	10	10	1	2	109	4,352	6	0	
38	60	102	67	4	2	1	4	24	1,990	0	0	
164	192	276	249	15	19	22	24	41	8,503	6	0	
50	140	214	43	13	...	17	36	111	5,681	9	9	
63	31	107	77	36	37	4	5	299	10,776	0	0	
32	176	305	190	11	1	8	...5	29	8,376	7	0	
12	107	154	76	...	...	...	...	252	6,556	0	0	
19	164	188	32	...	...	...	...	189	3,784	4	9	
27	265	371	109	6	5	13	14	271	6,944	8	0	
...	...	...	...	...	...	...	...	...	.....			
30	338	690	382	44	...	17	...	1,530	31,431	8	6	
41	232	423	226	3	3	2	2	156	5,666	3	6	
24	141	211	103	1	2	...	...	144	4,623	11	6	
34	....	9	2	20	20	...	...	29	8,522	11	6	
16	59	51	31	4	...	5	...	3	1,471	0	6	
76	140	285	165	11	...	7	...	207	7,194	0	0	
...	75	138	...	...	...	1	1	56	2,412	0	0	
40	143	201	38	2	2	...	...	95	4,249	15	3	
46	130	304	94	...	...	...	...	86	4,025	14	0	
...	...	...	...	...	...	...	...	...	.....			
1,267	2,754	4,302	2,377	201	120	127	126	4,708	1,48,682	8	9	

STATE

Showing the number of accidents involving Public and killed and injured

Number

Serial No.	District.	Number of accidents.	Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES. *Motor cars and Motor cycles.*							
1	Ahmedabad ...	207	6	...	...	1	1	8
2	Broach ...	1	...	...	...	...	...	...
3	Kaira ...	5	1	...	...	...	...	1
4	Panch Mahals ...	5	...	...	...	...	...	...
5	Surat ...	45	...	...	...	...	...	...
6	Thana ...	101	1	...	...	...	...	1
7	Bombay Suburban District.	265	6	...	...	3	...	9
8	Ahmednagar ...	24	3	...	...	...	1	4
9	East Khandesh ...	8	1	...	...	...	...	1
10	West Khandesh ...	9	...	...	...	...	...	...
11	Nasik ...	19	1	...	...	...	...	1
12	B. B. & C. I. Railway...	5	...	...	...	...	...	...
13	Poona ...	203	6	...	...	1	...	7
14	Satara ...	24	1	...	...	...	...	1
15	Sholapur ...	24	2	...	...	...	...	2
16	Belgaum ...	38	1	...	...	...	...	1
17	Bijapur ...	4	1	...	...	...	...	1
18	Dharwar ...	41	4	...	...	...	...	4
19	Kanara ...	5	...	...	...	...	...	...
20	Kolaba ...	12	...	...	...	...	...	...
21	Ratnagiri ...	5	2	...	...	...	...	2
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...
	Total ...	1,050	36	...	...	5	2	43

MENT "B".

Private Motor Vehicles and the number of persons in such accidents for the year 1939-40.

of persons.							
Injured.							Remarks.
Pedestrians.	Drivers other than motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	
10	11	12	13	14	15	16	17
104	1	2	1	43	151	159	
1	...	...	...	...	1	1	
3	1	...	4	...	8	9	
4	...	...	1	...	5	5	
26	...	1	6	4	37	37	
14	12	1	50	4	81	82	
130	7	3	63	31	234	243	
10	2	1	3	2	18	22	
1	1	...	12	...	14	15	
5	1	...	2	1	9	9	
11	...	...	...	1	12	13	
1	...	...	...	...	1	1	
94	18	13	43	69	237	244	
11	3	...	9	...	23	24	
19	1	...	2	3	25	27	
17	3	2	14	7	43	44	
2	...	...	4	...	6	7	
24	...	...	1	3	28	32	
4	...	...	...	...	4	4	
6	3	...	13	...	22	22	
3	...	...	...	...	3	5	
..	...	...	...	...	...	...	
490	53	23	228	168	962	1,005	

STATE

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES —*contd.*							
	Omni-buses.							
1	Ahmedabad ...	...	...	...	...	...	...	...
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	1	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	...	...	...	...	...	...	...
6	Thana ...	1	...	...	...	...	...	...
7	Bombay Suburban District.	18	1	...	...	...	...	1
8	Ahmednagar ...	3	...	...	...	...	...	...
9	East Khandesh ...	...	...	...	...	...	...	...
10	West Khandesh ...	...	...	...	...	...	...	...
11	Nasik ...	2	1	...	...	...	...	1
12	B. B. & C. I. Railway...	...	...	...	...	...	...	...
13	Poona ...	10	...	...	...	...	...	...
14	Satara ...	...	...	...	...	...	...	...
15	Sholapur ...	2	...	...	...	...	...	...
16	Belgaum ...	3	...	...	...	...	...	...
17	Bijapur ...	1	1	...	...	...	...	1
18	Dharwar ...	...	...	...	...	...	...	...
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	1	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...
	Total ...	42	3	...	...	...	...	3

MENT "B"—*contd.*

of persons.							
Injured.							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
1	...	...	...	...	1	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	1	1	1	
9	...	...	7	2	18	19	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	1	
...	...	...	...	...	...	...	
4	1	...	4	3	12	12	
...	...	...	...	...	...	...	
8	...	...	...	...	3	3	
2	1	...	1	...	4	4	
...	...	...	...	...	...	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	6	...	6	6	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
19	2	...	18	6	45	48	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	GOODS TRANSPORT *Motor Vehicles.*							
1	Ahmedabad ...	42	4	1	...	2	...	7
2	Broach ...	2	...	...	...	...	...	...
3	Kaira ...	...	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	11	...	...	...	...	...	...
6	Thana ...	116	1	1	...	1	...	3
7	Bombay Suburban District.	118	7	2	...	7	1	17
8	Ahmednagar ...	14	...	...	...	...	...	...
9	East Khandesh ...	22	4	...	...	...	...	4
10	West Khandesh ...	27	3	...	...	...	...	3
11	Nasik ...	82	3	4	...	3	...	10
12	B. B. & C. I. Railway...	5	1	...	...	...	...	1
13	Poona ...	16	3	...	...	...	...	3
14	Satara ...	7	...	...	...	...	...	...
15	Sholapur ...	11	1	1	...	1	...	3
16	Belgaum ...	4	...	...	...	...	...	...
17	Bijapur ...	1	...	1	...	...	...	1
18	Dharwar ...	15	3	...	...	...	...	3
19	Kanara ...	5	1	...	...	1	...	2
20	Kolaba ...	12	...	...	...	2	...	2
21	Ratnagiri ...	4	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	3	...	...	...	...	...	...
	Total ...	517	31	10	...	17	1	59

MENT "B"—*contd.*

of persons.							
Injured							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
18	2	3	29	10	62	69	
1	...	...	...	...	1	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
4	1	...	1	1	7	7	
15	12	...	16	2	45	48	
36	5	2	46	7	96	113	
8	...	...	2	...	10	10	
6	5	...	22	...	33	37	
4	2	...	1	...	7	10	
10	4	...	19	...	33	43	
2	...	...	...	...	2	3	
7	2	...	3	3	15	18	
2	1	...	5	...	8	8	
8	...	...	2	1	11	14	
3	1	...	...	...	4	4	
...	...	...	8	...	8	9	
6	6	...	14	...	26	29	
...	...	...	1	...	1	3	
7	3	...	13	...	23	25	
1	2	...	3	...	6	6	
...	...	...	2	...	2	2	
138	46	5	187	24	400	459	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrian.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES.							
	Taxi-cars.							
1	Ahmedabad ...	10	...	...	...	...	...	...
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	1	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	10	...	...	...	...	...	...
6	Thana ...	4	...	...	...	...	...	...
7	Bombay Suburban District.	26	...	...	...	...	...	...
8	Ahmednagar ...	...	...	...	...	...	...	...
9	East Khandesh ...	7	2	...	...	1	...	3
10	West Khandesh ...	6	...	...	...	...	...	...
11	Nasik ...	13	1	...	...	...	...	1
12	B. B. & C. I. Railway ...	2	...	...	...	...	...	...
13	Poona ...	59	4	1	...	1	...	6
14	Satara ...	28	1	...	...	1	1	3
15	Sholapur ...	2	...	...	...	...	...	...
16	Belgaum ...	...	...	...	...	...	...	...
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ...	...	...	...	...	...	...	...
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	...	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...
	Total ...	168	8	1	...	3	1	13

MENT "B"—*contd.*

of persons.							
Injured.							
Pedestrians.	Drivers other than motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
2	1	...	1	1	5	5	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
7	...	...	...	1	8	8	
...	...	...	6	...	6	6	
13	...	...	...	4	17	17	
...	...	...	...	...	...	...	
7	...	...	17	...	24	27	
6	...	...	1	...	7	7	
7	...	...	6	1	14	15	
...	...	...	...	...	...	...	
32	6	1	44	10	93	99	
7	...	...	42	1	50	53	
4	1	...	5	...	10	10	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
85	8	1	122	18	234	247	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES —*contd.*							
	Omni-buses.							
1	Ahmedabad ...	123	4	...	...	...	1	5
2	Broach ...	5	1	...	...	...	...	1
3	Kaira ...	10	...	...	...	2	...	2
4	Panch Mahals ...	3	...	...	...	...	...	...
5	Surat ...	7	...	...	...	...	...	...
6	Thana ...	60	1	...	...	...	...	1
7	Bombay Suburban District.	43	...	...	...	1	...	1
8	Ahmednagar ...	19	2	...	...	...		2
9	East Khandesh ...	3	...	...	...	1	...	1
10	West Khandesh ...	3	1	...	...	...	...	1
11	Nasik ...	40	2	...	...	2	...	4
12	B. B. & C. I. Railway...	2	...	...	...	...	...	...
13	Poona ...	32	4	...	...	...	1	5
14	Satara ...	16	1	...	...	...	...	1
15	Sholapur ...	18	7	...	...	...	...	7
16	Belgaum ...	17	2	...	...	2	1	5
17	Bijapur ...	3	...	...	...	...	...	...
18	Dharwar ...	16	3	...	...	3		6
19	Kanara ...	15	1	...	...	...	...	1
20	Kolaba ...	34	2	...	...	5	...	7
21	Ratnagiri ...	11	2	...	...	2	...	4
22	G. I. P. and M. & S. M. Railways.	1	...	...	...	...	...	...
	Total ...	481	33	...	...	18	3	54

MENT "B"—*contd.*

of persons.							
Injured.							Remarks.
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	
10	11	12	13	14	15	16	17
49	...	...	12	23	84	89	
3	1	...	1	...	5	6	
3	4	...	47	...	54	56	
2	1	...	6	...	9	9	
4	...	...	2	...	6	6	
17	1	...	32	4	54	55	
13	3	...	38	2	56	57	
7	1	...	8	...	16	18	
...	1	...	17	...	18	19	
...	1	...	...	...	1	2	
15	3	...	23	...	41	45	
...	...	...	...	...	...	...	
11	...	..	24	7	42	47	
7	...	...	23	...	30	31	
9	1	...	5	1	16	23	
8	...	...	33	...	41	46	
...	...	...	10	1	11	11	
6	1	...	12	...	19	25	
...	...	...	2	...	2	3	
18	4	...	68	1	91	98	
6	3	...	32	...	41	45	
1	...	...	...	...	1	1	
179	25	...	395	39	638	692	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES —*contd.*							
	Goods Transport Motor Vehicles.							
1	Ahmedabad ...	5	2	...	...	...	...	2
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	4	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	2	...	...	...	3	...	3
6	Thana ...	2	1	...	...	...	...	1
7	Bombay Suburban District.	11	...	...	...	...	...	...
8	Ahmednagar ...	3	...	...	...	...	...	...
9	East Khandesh ...	...	...	...	...	...	...	...
10	West Khandesh ...	1	...	...	...	...	...	...
11	Nasik ...	...	...	...	...	...	...	...
12	B. B. & C. I. Railway...	...	...	...	...	...	...	...
13	Poona ...	6	1	...	...	1	...	2
14	Satara ...	1	...	...	...	...	...	...
15	Sholapur ...	1	...	...	...	...	...	...
16	Belgaum ...	3	1	...	...	...	...	1
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ...	...	...	...	...	...	...	...
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	...	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	1	...	...	...	...	...	...
	Total ...	40	5	...	...	4	...	9

MENT "B"—*contd.*

of persons.							
Injured.							
Pedestrians.	Drivers other than Motor cyclist.	Motor-cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
...	...	...	...	...	...	2	
...	...	...	...	...	...	...	
3	...	...	4	...	7	7	
...	...	...	...	...	...	...	
...	...	...	4	1	5	8	
...	...	...	...	...	...	1	
6	...	...	...	...	6	6	
2	...	...	...	...	2	2	
...	...	...	...	...	...	...	
...	1	...	...	...	1	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
6	1	1	1	...	9	11	
...	...	...	...	...	...	...	
1	...	...	...	...	1	1	
1	...	...	2	...	3	4	
...	...	...	...	...	...	..	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
19	2	1	11	1	34	43	

STATEMENT

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES.							
1	Motor cars and Motor cycles.	1,050	36	...	...	5	2	43
2	Omnibuses ...	42	3	...	...	...	...	3
3	Goods transport Motor vehicles.	517	31	10	...	17	1	59
	Total ...	1,609	70	10	...	22	3	105
	PUBLIC VEHICLES.							
4	Taxi cars ...	168	8	1	...	3	1	13
5	Omnibuses ...	481	33	...	...	18	3	54
6	Goods transport Motor vehicles.	40	5	...	...	4	...	9
"	Total ...	689	46	1	...	25	4	76
	Grand Total ...	2,298	116	11	...	47	7	181

"B"—*concld.*

of persons.							
Injured.							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
490	53	23	228	168	962	1,005	
19	2	...	18	6	45	48	
138	46	5	187	24	400	459	
647	101	28	433	198	1,407	1,512	
85	8	1	122	18	234	247	
179	25	...	395	39	638	692	
19	2	1	11	1	34	43	
283	35	2	528	58	906	982	
930	136	30	961	256	2,313	2,494	

STATEMENT

Statement showing prosecutions undertaken concerning Indian Penal Code offences

District.	Motor Vehicles					
	No. of cases prosecuted.					
	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
1	2	3	4	5	6	7
1. Ahmedabad ...	135	6	...	3	51	195
2. Broach ...	3	1	1	...	1	6
3. Kaira ...	13	5	...	...	3	21
4. Panch Mahals ...	19	3	...	...	3	25
5. Surat ...	30	4	...	...	3	37
6. Thana ...	111	4	1	3	112	231
7. Bombay Suburban District.	187	7	...	4	72	270
8. Ahmednagar ...	72	4	1	7	7	91
9. East Khandesh ...	94	...	1	4	17	116
10. West Khandesh ...	22	1	3	...	15	41
11. Nasik ...	497	3	...	4	109	613
12. B. B. & C. I. Rly. ...	5	1	1	2	4	13
13. Poona ...	375	5	5	13	173	571
14. Satara ...	71	2	...	6	8	87
15. Sholapur ...	101	1	7	9	8	126
16. Belgaum ...	108	3	...	...	86	197
17. Bijapur ...	78	8	...	2	24	112
18. Dharwar ...	155	1	1	10	43	210
19. Kanara ...	10	...	...	...	5	15
20. Kolaba ...	31	...	...	4	36	71
21. Ratnagiri ...	10	1	...	...	9	20
22. G. I. P. & M. & S. M. Rlys.	14	...	1	...	2	17
Total ...	2,141	60	22	71	791	3,085

C.

Acts connected with Motor Vehicles other than ordinary for the year 1939-40.

Act.						Indian Penal Code.					
No. of persons prosecuted.						No. of cases prosecuted.					
Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
8	9	10	11	12	13	14	15	16	17	18	19
137	6	...	4	51	198	6	...	1	2	8	17
3	1	1	...	1	6	...	...	1	1	1	3
13	5	...	...	3	21	8	1	...	...	2	11
19	3	...	...	3	25	...	1	...	...	2	3
32	4	...	...	3	39	3	...	...	...	3	6
111	4	1	3	112	231	9	1	1	...	6	17
188	7	...	4	72	271	10	1	...	...	12	23
77	5	2	7	7	98	6	...	1	...	1	8
94	...	1	4	17	116	6	...	...	...	9	15
22	1	3	...	15	41	...	...	1	...	1	2
498	3	...	4	110	615	3	...	...	...	1	4
5	1	1	2	4	13	...	...	...	...	1	1
375	5	5	13	173	571	9	...	...	...	7	16
71	2	...	9	6	88	2	...	1	...	...	3
101	1	7	9	8	126	3	...	...	...	1	4
109	3	...	...	86	198	3	1	...	...	3	7
78	8	...	2	31	119	3	...	...	...	...	3
162	1	2	10	44	219	4	...	...	...	4	8
10	1	...	...	5	16	...	...	...	...	...	...
31	...	...	4	37	72	1	...	...	...	1	2
10	1	...	...	9	20	...	...	...	...	...	...
14	...	1	...	2	17	...	...	...	...	1	1
2,160	62	24	75	799	3,120	76	5	6	3	64	154

STATEMENT

District.	Indian Penal Code.					
	No. of persons prosecuted.					
	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
1	20	21	22	23	24	25
1. Ahmedabad ...	6	...	1	2	8	17
2. Broach ...	...	...	1	1	1	3
3. Kaira ...	8	1	...	...	2	11
4. Panch Mahals ...	...	1	...	...	2	3
5. Surat ...	3	...	...	...	2	5
6. Thana ...	10	1	1	...	6	16
7. Bombay Suburban District.	10	1	...	...	12	23
8. Ahmednagar ...	6	...	1	...	1	8
9. East Khandesh ...	11	...	2	...	9	22
10. West Khandesh ...	...	...	1	...	1	2
11. Nasik ...	3	...	...	...	1	4
12. B. B. & C. I. Rly. ...	...	...	...	...	1	1
13. Poona ...	9	...	...	...	7	16
14. Satara ...	2	...	1	...	...	3
15. Sholapur ...	3	...	...	...	1	4
16. Belgaum ...	3	1	...	...	3	7
17. Bijapur ...	3	...	...	...	...	3
18. Dharwar ...	7	...	...	...	4	11
19. Kanara ...	...	...	...	...	...	...
20. Kolaba ...	1	...	...	...	1	2
21. Ratnagiri ...	...	...	...	...	...	...
22. G. I. P. & M. & S. M. Rlys.	...	...	...	...	1	1
Total ...	85	5	8	3	63	164

C—*contd.*

Motor Vehicles Act and Indian Penal Code combined.

No. of cases prosecuted.						No. of persons prosecuted.					
Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
26	27	28	29	30	31	32	33	34	35	36	37
6	...	...	...	5	11	6	...	...	...	5	11
1	...	...	...	...	1	1	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
2	...	...	...	...	2	2	...	...	...	...	2
5	...	...	...	2	7	5	...	...	...	2	7
10	...	...	...	7	17	10	...	1	...	7	18
14	...	...	...	...	14	22	...	...	...	...	22
2	1	...	...	4	7	2	1	...	...	4	7
1	...	...	...	3	4	1	...	...	...	3	4
8	1	...	...	7	16	8	1	...	...	7	16
...	...	...	...	...	...	...	...	...	...	...	...
11	1	1	...	5	18	11	1	1	...	5	18
10	...	...	...	2	12	10	...	...	3	...	13
6	...	1	...	...	7	6	...	1	...	...	7
5	1	...	...	2	8	5	1	...	...	2	8
...	1	...	...	1	2	...	1	...	...	2	3
9	...	...	...	2	11	9	...	...	...	2	11
1	...	...	...	3	4	1	1	...	...	4	6
9	2	...	...	13	24	9	2	...	...	13	24
2	...	...	...	2	4	2	...	...	...	3	5
...	...	...	...	...	...	...	...	...	...	...	...
102	7	2	...	58	169	110	8	3	3	59	183

STATEMENT

Statement showing the number of cases of breaches of Motor

District.	Cases prosecuted.		
	Convicted.	Acquitted or Discharged.	Withdrawn.
1	2	3	4
Ahmedabad	1,071	2	3
Broach	1	1	.....
Kaira	5	.....	.....
Panch Mahals	13	2	.....
Surat	67	1	.....
Thana	339	4	15
Bombay Suburban District	528	10	4
Ahmednagar	65	7	12
East Khandesh	63	4	.....
West Khandesh	100	7	.....
Nasik	1,039	15	26
B. B. & C. I. Railway	7	3	.....
Poona	1,017	10	23
Satara	231	16	6
Sholapur	219	5	11
Belgaum	222	5	1
Bijapur	81	9	2
Dharwar	90	3	.....
Kanara	59	4	1
Kolaba	275	15	67
Ratnagiri	77	4	2
G. I. P. and M. & S. M. Railways ...	24	2	.....
Total ...	5,593	129	173

D.

Vehicles Rules and the manner in which they were dealt with.

		Departmental punishments.				
Pending.	Total.	Number of Permits cancelled.	Number of Permits suspended.	Warnings.	Total.	Remarks.
5	6	7	8	9	10	11
259	1,335	2	99	23	124	
...	2	...	22	2	24	
...	5	3	122	45	170	
1	16	...	22	4	26	
17	85	...	118	25	143	
281	589	1	49	71	121	
139	681	1	101	167	269	
13	97	3	165	43	211	
...	67	...	60	8	68	
26	133	...	20	3	23	
93	1,173	1	57	16	74	
3	13	...	...	...	...	
167	1,217	4	79	311	394	
52	305	6	40	120	166	
20	255	6*	60	12	78	*Counter-signatures of 5 permits were cancelled and one permit was permanently cancelled.
63	291	11	235	60	306	
25	117	...	32	15	47	
...	93	4	108	76	188	
41	105	...	78	30	108	
216	573	3	118	63	184	
23	106	3	53	38	94	
2	28	...	...	...	...	
1,391	7,286	48	1,638	1,132	2,818	

STATEMENT E.

Statement showing the number of tokens issued and the amount realised.

Serial No.	District.	Number of tokens issued.	Amount realised.	Remarks.
			Rs. a. p.	
1	Ahmedabad	51	2,201 14 0	8 were issued free.
2	Broach	9	100 15 0	2 were issued free.
3	Kaira	6	32 13 0	
4	Panch Mahals	118	5,337 13 0	1 was issued free.
5	Surat	238	12,732 0 0	
6	Thana	22	970 6 0	2 were issued free.
7	Bombay Suburban District...	9	166 4 0	
8	Ahmednagar	61	870 7 0	
9	East Khandesh ...	81	1,106 11 0	42 were issued free.
10	West Khandesh ...	46	1,426 8 0	19 were issued free.
11	Nasik	21	670 12 0	2 were issued free.
12	B. B. & C. I. Railway ...	.....	.....	
13	Poona	339	7,996 6 0	55 were issued free.
14	Satara	828	32,867 7 0	
15	Sholapur	258	6,195 13 0	
16	Belgaum	729	51,358 6 6	
17	Bijapur	65	2,242 4 0	1 was issued free.
18	Dharwar	348	16,293 15 0	14 were issued free.
19	Kanara	102	6,009 8 0	8 were issued free.
20	Kolaba	.....	.....	
21	Ratnagiri	330	14,779 4 0	
22	G. I. P. & M. & S. M. Railways.	.....	.....	
	Total ...	3,661	1,68,359 6 6	154 were issued free.

H. E. BUTLER,
for Inspector General of Police.

STATEMENT F.

STATEMENT

Statement showing cases of evasion

Name of the District.	No. of cases detected and dealt with.			How
	By District Police.	By Motor Vehicles Department, Bombay.	Total.	By Com
				Number.	Amount
					Tax.
1	2	3	4	5	6
					Rs. a. p.
1. Ahmedabad ...	92	92	184	181	1,820 8 0
2. Broach	8	1	9	9	27 13 0
3. Kaira	20	6	26	22	289 9 0
4. Panch Mahals ...	11	2	13	10	38 13 0
5. Surat	40	15	55	55	1,133 15 0
6. Thana	28	21	49 (*a*)	21	257 12 0
7. Bombay Suburban District.	98	26	124	85	2,108 2 0
8. Ahmednagar ...	23	93	116	94	.....
9. East Khandesh ...	46	34	80	49	165 5 0
10. West Khandesh ...	8	48	56	41	444 5 6
11. Nasik	102	60	162	91 (*d*)	263 2 0
12. B. B. & C. I. Railway.	...	...	...	...	.....
13. Poona	403	...	403	322	5,592 3 0
14. Satara	38	56	94	65 (*e*)	11 7 0
15. Sholapur ...	26	34	60	31	.....
16. Belgaum ...	43	82	125	80	1,290 11 0
17. Bijapur	8	30	38	28	134 11 0
18. Dharwar ...	29	61	90	52	49 0 0
19. Kanara	5	29	34	17	.....
20. Kolaba	31	...	31	26	64 13 0
21. Ratnagiri ...	19	4	23	16	93 15 0
22. G. I. P. & M. & S. M. Railways.	...	...	...	...	.....
Total ...	1,078	694	1,772 (*f*)	1,296 (*h*)	13,781 0 6

(*a*) Out of 49 cases, 9 cases were referred to the Bombay Police for disposal as the persons concerned were residing in Bombay.

(*d*) Includes 69 cases in which recoveries of penalties were waived.

(*e*) Includes 57 cases in which recoveries of penalties were waived.

(*f*) Includes 9 cases referred to the Bombay Police for disposal as the persons concerned were residing in Bombay.

(*h*) Includes 126 cases in which recoveries of penalties were waived.

F

of payment of tax detected and dealt with.

dealt with.

position recovered.		By Prosecution.					
Penalty.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
7	8	9	10	11	12	13	14
Rs. a. p.	Rs. a. p.						
2,116 15 0	3,937 7 0	2	1	...	...	...	3
201 12 0	229 9 0	...	...	...	...	...	...
401 12 0	691 5 0	4	...	...	...	...	4
182 4 0	216 1 0	3	...	...	...	...	3
932 11 0	2,066 10 0	...	...	...	...	...	...
349 8 0	(*b*) 607 4 0	2	...	...	...	17	19
2,602 4 0	4,710 6 0	25	...	...	...	14	39
3,017 5 0	(*c*) 3,017 5 0	8	...	...	...	14	22
855 0 0	1,020 5 0	8	...	...	...	23	31
732 10 0	1,176 15 6	6	...	...	...	9	15
497 4 0	760 6 0	60	4	...	...	7	71
.....	.....	...	...	...	...	...	...
4,232 9 0	9,824 12 0	9	1	...	...	70	80
142 0 0	153 7 0	10	...	...	1	18	29
678 4 0	673 4 0	18	1	...	5	5	29
1,065 10 0	2,356 5 0	20	1	3	5	16	45
611 8 0	746 3 0	7	1	...	...	2	10
1,057 5 0	1,106 5 0	15	2	...	12	9	38
225 2 6	225 2 6	3	...	...	...	14	17
546 4 0	611 1 0	2	...	...	1	2	5
620 0 0	713 15 0	3	...	...	...	4	7
.....	.....	...	...	...	...	...	...
21,062 15 6	(*g*) 34,844 0 0	205	11	3	24	224	467

(*b*) In addition Rs. 40-8-0 as tax and Rs. 30 as fine were recovered by the Court.

(*c*) In addition Rs. 447-1-0 were recovered as fine by the Court.

(*g*) In addition Rs. 40-8-0 as tax and Rs. 477-1-0 as fine were recovered by the Court.

H. E. BUTLER,
for Inspector General of Police.

gitized with financial assistance from th
Government of Maharashtra
on 22 July, 2017

STATEMENT G.

Statement showing Police Establishment—Executive and Clerical sanctioned and employed and their cost.

Serial No.	District.	Sanctioned.							Cost.
		Sergeant.	Sub-Inspector.	Head Constable I.	Head Constable III.	Constable.	Selection grade Clerk.	Junior grade Clerk.	
1	Ahmedabad ...	1	...	...	4	...	...	1	
2	Broach ...	...	...	1	...	...	...	...	
3	Kaira ...	...	...	...	3	2	1	...	
4	Panch Mahals ...	...	...	1	...	...	...	1	
5	Surat ...	...	...	...	3	...	1*	...	
6	Thana ...	...	...	...	3	3	1*	...	
7	Bombay Suburban District. ...	...	...	...	2	...	1*	...	
8	Ahmednagar ...	...	...	...	3	...	1*	...	
9	East Khandesh ...	...	1	...	2	...	1*	...	
10	West Khandesh ...	...	...	...	3	...	1*	...	
11	Nasik ...	1	...	...	3	...	1*	...	
12	B. B. & C. I. Rly. ...	...	...	...	...	...	...	...	
13	Poona ...	...	...	...	4	...	1	1	
14	Satara ...	1	...	...	2	...	...	1	
15	Sholapur ...	...	...	...	2	2	1*	...	
16	Belgaum ...	...	...	...	3	...	...	1	
17	Bijapur ...	...	...	...	3	...	...	1	
18	Dharwar ...	...	...	...	3	2	...	1	
19	Kanara ...	...	...	1	...	1	1	...	
20	Kolaba ...	...	...	...	3	...	...	1	
21	Ratnagiri ...	...	...	...	3	...	...	1	
22	G. I. P. & M. & S. M. Railways. ...	...	...	...	...	...	...	...	
	Total ...	3	1	3	49	10	11	9	Rs. 59,131

* In lieu of 1 Junior clerk.

H. E. BUTLER,
for Inspector General of Police.

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